

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 "POWAN," 2,338 " " G. F. Morrison, R.M.S.
 "FATSHAN," 2,260 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGHAN," 2,119 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain W. A. Valentine.
 "NANNING," 560 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. Calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hung, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

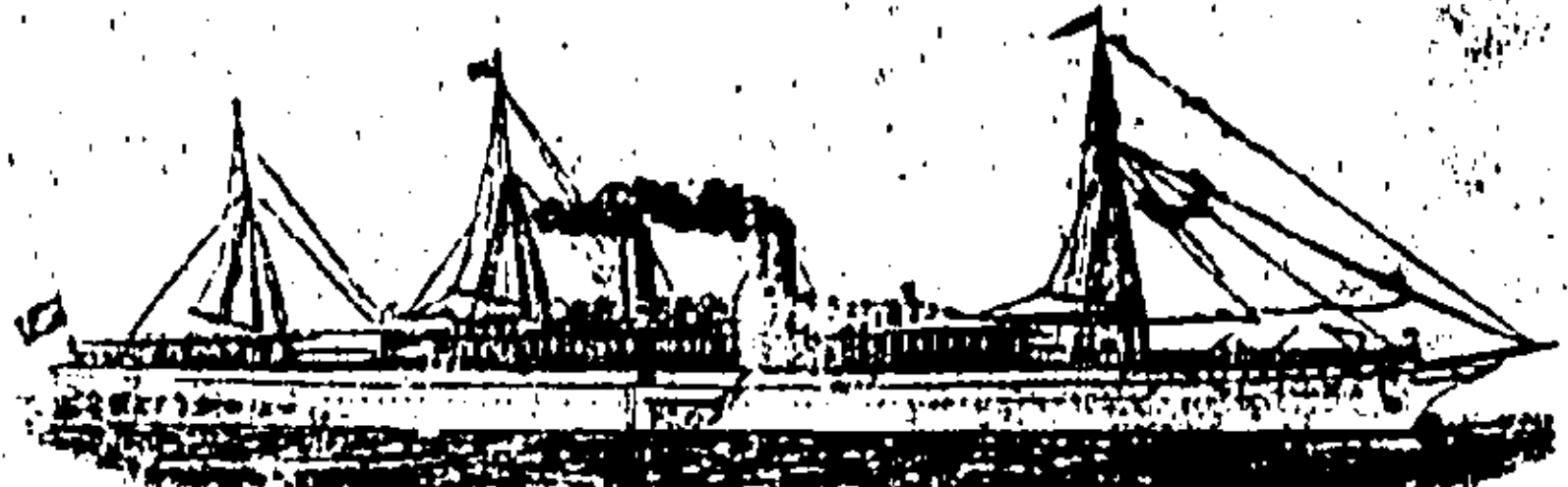
FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th January, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
 R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER
 "ATHENIAN" 3,440 WEDNESDAY, Jan. 24 Feb. 17
 "EMPERESS OF INDIA" 6,000 WEDNESDAY, Feb. 7 Feb. 28
 "TARTAR" 4,445 WEDNESDAY, Feb. 17 Mar. 17
 "EMPERESS OF JAPAN" 6,000 WEDNESDAY, Mar. 17 Mar. 28
 "EMPERESS OF CHINA" 6,000 WEDNESDAY, Mar. 28 April 18

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOREA, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate, £40.
 Steamers and 1st Class Rail £40.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 Hongkong, 10th January, 1906. E. BROWN, General Agent,
 Corner Pedder Street and Praya, opposite Blake Pier. [13]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).
 STEAMERS. DESTINATIONS. SAILING DATES.
 AMERICA HAVRE and HAMBURG. 21st Jan. Freight.
 Wittenberg (Calling at SPAIN, PENANG & COLOMBO).
 RUGIA ODESSA and HAMBURG. 24th Jan. Freight.
 v. Hoff (Calling at SPAIN, PENANG & COLOMBO).
 ALESIA HAMBURG and STETTIN. 31st Jan. Freight.
 Lüning (Calling at SPAIN, PENANG & COLOMBO).
 BRISGAVIA HAVRE, BREMEN and HAMBURG. 4th Feb. Freight.
 Russ (Calling at SPAIN, PENANG & COLOMBO).
 RHENANIA HAVRE and HAMBURG. 10th Feb. Freight and Passengers.
 Fürk (Calling at SPAIN, PENANG, COLOMBO & NAPLES, if sufficient inducement offers).
 SPEZIA HAVRE and HAMBURG. 21st Feb. Freight.
 Porcellus (Calling at SPAIN, PENANG & COLOMBO).
 SAMBIA HAVRE and HAMBURG. 7th March. Freight.
 Ehlers (Calling at SPAIN, PENANG & COLOMBO).
 SCANDIA HAVRE and HAMBURG. 21st March. Freight and Passengers.
 v. Döhlen (Calling at SPAIN, PENANG & COLOMBO).
 ANDALUSIA FOR ODESSA (DIRECT). About
 Filler (Calling at SINGAPORE and COLOMBO). 15th Jan. Freight.
 * Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.
 Fully qualified Doctors are carried.
 For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 Hongkong Office, King's Buildings. [15]

Hongkong, 13th January, 1906.

TSIN TING. LATEST METHODS OF DENTISTRY. STUDIO at No. 14, DAQUILAR STREET. REASONABLE FEES. Consultation Free. Hongkong, 1st July, 1904. [16]

Dr. M. H. OHAUN, THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY, 37, DES VOGES ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 22nd July, 1905. [17]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUVA, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.
 N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS. SAILING DATES.
 GNEISENAU WEDNESDAY, 17th January.
 ROON WEDNESDAY, 31st January.
 PREUSSEN WEDNESDAY, 14th February.
 ZIETEN WEDNESDAY, 28th February.
 PRINZESS ALICE WEDNESDAY, 14th March.
 BAYERN WEDNESDAY, 28th March.
 PRINZ REGENT LUITPOLD WEDNESDAY, 11th April.
 PRINZ EITEL FRIEDRICH WEDNESDAY, 25th April.
 SACHSEN WEDNESDAY, 9th May.
 PRINZ HEINRICH WEDNESDAY, 23rd May.
 ROYAL WEDNESDAY, 6th June.
 PREUSSEN WEDNESDAY, 20th June.
 ZIETEN WEDNESDAY, 4th July.
 OLDENBURG WEDNESDAY, 18th July.

ON WEDNESDAY, the 17th day of January, 1906, at Noon, the Steamship GNEISENAU, Capt. Bolte, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till Noon, on MONDAY, the 15th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 16th instant, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 16th instant.
 Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardsess. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR SIMPSONSHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERT-SHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration).

STEAMERS. TONS. SAILING DATES.
 PRINZ SIGISMUND 3,302 TUESDAY, 6th February.
 WILLEHAD 4,752 TUESDAY, 6th March.
 PRINZ WALDEMAR 3,127 TUESDAY, 3rd April.

ON TUESDAY, the 6th February, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lens, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

FOR YOKOHAMA & KOBE PRINZ SIGISMUND TUESDAY, 16th Jan., at 10 A.M.
 SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA PREUSSEN WEDNESDAY, 17th Jan.
 SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA ZIETEN WEDNESDAY, 31st Jan.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 15th January, 1906.

MELCHERS & CO., AGENTS.

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING,"
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

JAVA-CHINA-JAPAN LIJN. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA	First half January	JAPAN VIA SHANGHAI	Second half January
TJILATJAP.	JAVA	Second half January	JAPAN VIA SHANGHAI	First half February
TJIPANAS.	JAPAN	Second half January	JAVA PORTS	First half February
TJIMAH.	—	—	—	—

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor,
 Hongkong, 15th January, 1906. [15]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHY.

41 & 43, QUEEN'S ROAD CENTRAL.

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905. [16]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. 75 per Cask.

In Bags of 250 lbs. 80 per Bag.

or 80 per Bag.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 30th September, 1905. [17]

Estimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings, and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scolls, A. I. and Watkins.

Yokohama, May 13rd, 1905. [13]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to Leave Connecting Steamers from Due at Due at
 COLOMBO. HONGKONG. MARSEILLES & LONDON. 2 days earlier. 1 day later.

Tons. Noon, Saturday. Tons. Saturday. Friday.
 ARCADIA 7,000 Feb. 10 Mar. 10 Mar. 16
 DELHI 8,000 Feb. 24 Mar. 24 Mar. 30
 DONGOLA 8,000 Mar. 10 Mar. 10 Apr. 7
 DELTA 8,000 Mar. 24 Mar. 24 Apr. 21
 OCEANA 7,000 April 7 Mar. 24 May 11

ARCADIA 7,000 April 21 Victoria 7,000 May 20 May 26
 DEVANIA 8,000 May 5 HIMALAYA 7,000 June 3 June 9
 DELHI 8,000 May 19 INDIA 8,000 June 17 June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR.

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS. Tonnage. LEAVE HONGKONG. DUE AT LONDON.
 About About
 JAPAN 4,500 Feb. 14 Mar. 31
 SUMATRA 5,000 Feb. 28 Apr. 14
 NUBIA 6,000 Mar. 14 Apr. 28
 JAVA 4,500 Mar. 28 May 12
 FORMOSA 4,500 April 11 May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* "SUMATRA" and "NUBIA" call at MARSEILLES.

† "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 5th January, 1906. [14]



EYES RIGHT!
 N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON. CALCUTTA. SHANGHAI.
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanjing Road.
 Hongkong, 27th November, 1905. [18]

THE FAMOUS MAB DWARF RAZOR, A SHARP LITTLE SHAVER.



WEIGHT LESS THAN 1 OUNCE.

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes it impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2), post free.
 To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Voeux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.

Hongkong, 14th November, 1904. [16]

F. BLACKHEAD & CO., HIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S RAHTJEN'S GENUINE

COMPOSITION—RED HAND

BRAND, HARTMAN'S GREY PAINT,

DANIELS PATENT MOTOR

LAUNCHES, &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

HIPS STORES AND REQUISITES

ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 7th March, 1905. [15]

Intimations.

POWELL'S
LADIES'
DEPARTMENTS."Alexandra
Buildings,"
Des Vaux Road.

NOW SHOWING

TWEED
SKIRTS,
CLOTH
SKIRTS,
MOIREtte
UNDERSKIRTS.COATS,
CAPES,
and
JACKETS.SILK
BLOUSES,
VIYELLA
BLOUSES,
DELAINE
SHIRTS.GOLF JERSEYS,
KID BELTS,
SILK BELTS.Slate, Tan, Beaver,
White and Black
KID AND SUEDE
GLOVES.SMART
TRIMMED
MILLINERY.NEWEST
DRESS
FABRICS
for Morning, Afternoon,
and Evening Gowns.FIRST-CLASS
DRESS-MAKINGMODERATE CHARGES,
Satisfaction Assured.Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 4th January, 1906.

Intimations.

THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION OF
TRADE MARK.NOTICE is hereby given that Messieurs
WIGGINS, TEAPE & CO., LIMITED,
of 10 and 11, Aldgate, London, England,
Paper Makers, have on the 16th day of Octo-
ber, 1905, applied for the registration in Hong-
kong in the REGISTER OF TRADE MARKS
of the following Trade Mark:—in the name of WIGGINS, TEAPE & CO.,
LIMITED, who claim to be the sole pro-
prietors thereof.The Trade Mark has been used by the
Applicants in respect of Paper in Class 39.
Dated the 13th day of December, 1905.WILKINSON & GRIST,
Solicitors for the Applicants,
9, Queen's Road Central, Hongkong.THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION OF
TRADE MARK.NOTICE is hereby given that Messieurs
WIGGINS, TEAPE & CO., LIMITED,
of 10 and 11, Aldgate, London, England,
Paper Makers, have on the 16th day of Octo-
ber, 1905, applied for the registration in Hong-
kong in the REGISTER OF TRADE MARKS
of the following Trade Mark:—

EXTRA STRONG

3009

in the name of WIGGINS, TEAPE & CO.,
LIMITED, who claim to be the sole pro-
prietors thereof.The Trade Mark has been used by the
Applicants in respect of Paper in Class 39.
Dated the 13th day of December, 1905.WILKINSON & GRIST,
Solicitors for the Applicants,
9, Queen's Road Central, Hongkong.CHINA PROVIDENT LOAN AND
MORTGAGE COMPANY,
LIMITED.THE NINTH ORDINARY ANNUAL
MEETING OF SHAREHOLDERS
in the Company will be held at the Offices
of the Company, St. George's Building, No. 6,
Connaught Road, on SATURDAY, 20th
January, 1906, at 11 A.M. for the purpose of
receiving a Statement of Accounts and the
Report of the General Manager for the year
ending 31st December, 1905, declaring a Divi-
dend and electing a Consulting Committee and
Auditors.The TRANSFER BOOKS of the Company
will be CLOSED on WEDNESDAY, the
17th January, 1906, until SATURDAY, the 20th
January, 1906, both days inclusive.SHEWAN, TOMES & Co.,
General Managers,
Hongkong, 5th January, 1906.THE HONGKONG LAND RECLAMA-
TION COMPANY, LIMITED.NOTICE is hereby given that the FIFTH
ORDINARY MEETING OF SHARE-
HOLDERS in this Company will be held at
the Company's Office, Victoria Buildings, on
SATURDAY, the 20th January, 1906, at 12
o'clock Noon for the purpose of receiving the
Report of the Directors, together with a State-
ment of Accounts for the year ending 31st
December, 1905.The REGISTER OF SHARES of the Com-
pany will be CLOSED on SATURDAY, the
16th January, 1906, until SATURDAY, the 20th
January, 1906, both days inclusive, during which
period no Transfer of Shares can be registered.By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 11th January, 1906.

THE WEST POINT BUILDING COM-
PANY, LIMITED.NOTICE is hereby given that the
EIGHTEENTH ORDINARY MEET-
ING OF SHAREHOLDERS in this Company
will be held at the Company's Office, Victoria
Buildings, on THURSDAY, the 1st February,
1906, at 11.30 o'clock A.M. for the purpose of
receiving the Report of the Directors together
with Statement of Accounts for the year ending
31st December, 1905.The REGISTER OF SHARES of the Com-
pany will be CLOSED on SATURDAY,
the 20th January, 1906, until THURSDAY, the 1st
February, 1906, both days inclusive, during which
period no Transfer of Shares can be registered.By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.,
General Agents for the West Point Build-
ing Co., Ltd.

Hongkong, 10th January, 1906.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.NOTICE is hereby given that the
EIGHTEENTH ORDINARY MEET-
ING OF SHAREHOLDERS in this Com-
pany will be held at the Company's Office,
Victoria Buildings, on THURSDAY, the 1st
February, 1906, at 12 o'clock Noon, for the
purpose of receiving the Report of the Directors,
together with Statement of Accounts for the
year ending 31st December, 1905.The REGISTER OF SHARES of the Com-
pany will be CLOSED on SATURDAY, the
20th January, 1906, until THURSDAY, the 1st
February, 1906, both days inclusive, during which
period no Transfer of Shares can be registered.By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 10th January, 1906.

Auctions.

PUBLIC AUCTION.

THE Undersigned will let by Public Auction,
ON
THURSDAY,
the 18th January, 1906, at 2 P.M., on the Spot,
The Several Lots Numbered 1 to 10 on Plan
to be seen at the Auctioneers' Office,
for erection of
BOOTH AND MATSHEDS
on the Government Ground adjoining the
Race Course, North of the Grand
Stand Enclosure.TERMS:—Cash.
For Plan and Conditions of Sale, apply to—
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 13th January, 1906.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,
OF
VALUABLE LEASEHOLD
PROPERTY,situate in Caine Road, Victoria, in the Colony
of Hongkong,
IN TWO LOTS,
BY
MR. GEO. P. LAMMERT,
Auctioneer,ON
SATURDAY,
the 20th day of January, 1906, at 12 o'clock
P.M., at his Sales Rooms, Duddell Street.LOT 1.—Registered in the Land Office as
SECTION B OF INLAND LOT No. 522
with the Messuage and Buildings thereon
known as No. 72, Caine Road. Annual
Crown Rent \$6.70.LOT 2.—Registered in the Land Office as
SECTION C OF INLAND LOT No. 522
with the Messuage and Buildings thereon
known as No. 72, Caine Road. Annual
Crown Rent \$6.70.For further particulars, apply to—
EWEENS, HARTON & HARDING,
Vendor's Solicitors,
or to
MR. GEO. P. LAMMERT,
Auctioneer,
Hongkong, 11th January, 1906.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale,
to be held on MONDAY, the 22nd day of January,
1906, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND,
at Austin Road, Kowloon, in the Colony of
Hongkong, for a term of 75 years, with the
option of renewal at a CROWN RENT to be
fixed by the Surveyor of His Majesty the
King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Regist. No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
No. 150	At Austin Road, Kowloon.	150 x 100 x 100 x 100	15,000	150	1,750

Hongkong, 13th January, 1906.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale,
to be held on MONDAY, the 22nd day of January,
1906, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND,
adjoining Inland Lot 1 of 1711, Bowen Road, in the
Colony of Hongkong, for a term of 75 years,
commencing from 18th day of January, 1904,
with the option of renewal at a CROWN
RENT to be fixed by the Surveyor of His Majesty
the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Regist. No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
No. 150	At Austin Road, Kowloon.	150 x 100 x 100 x 100	15,000	150	1,750

Hongkong, 13th January, 1906.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale,
to be held on MONDAY, the 22nd day of January,
1906, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND,
adjoining Inland Lot 1 of 1711, Bowen Road, in the
Colony of Hongkong, for a term of 75 years,
commencing from 18th day of January, 1904,
with the option of renewal at a CROWN
RENT to be fixed by the Surveyor of His Majesty
the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Regist. No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
No. 150	At Austin Road, Kowloon.	150 x 100 x 100 x 100	15,000	150	1,750

Hongkong, 13th January, 1906.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale,
to be held on MONDAY, the 22nd day of January,
1906, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND,
adjoining Inland Lot 1 of 1711, Bowen Road, in the
Colony of Hongkong, for a term of 75 years,
commencing from 18th day of January, 1904,
with the option of renewal at a CROWN
RENT to be fixed by the Surveyor of His Majesty
the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Regist. No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
No. 150	At Austin Road, Kowloon.	150 x 100 x 100 x 100	15,000	150	1,750

Hongkong, 13th January, 1906.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale,
to be held on MONDAY, the 22nd day of January,
1906, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND,
adjoining Inland Lot 1 of 1711, Bowen Road, in the
Colony of Hongkong, for a term of 75 years,
commencing from 18th day of January, 1904,
with the option of renewal at a CROWN
RENT to be fixed by the Surveyor of His Majesty
the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Regist. No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
No. 150	At Austin Road, Kowloon.	150 x 100 x 100 x 100	15,000	150	1,750

Hongkong, 13th January, 1906.

COMMERCIAL.

FREIGHT.

In their report of 13th inst., Messrs. Lamke
& Rogge write:—"It was not expected that
the New Year should have brought on any sud-
den improvement in freight, and it has not.
Offers for any employment for steamers for
prompt continue to be conspicuous by their
absence, and for later loading also very little
activity is showing at yet. Quite a number of
steady-sized ready and near-by boats is hard up
for any freight worth moving them, and as for
Northern business Shanghai and Japan reports
tell the same tale. Dullness is ruling supreme
all along the Eastern coast.Coal freights from Japan there are few and
what business is offering is below paying level.
To Shanghai the quotation stands at \$1.00
for this port small carriers have been unable to
draw any offers.Concerning the ensuing Saigon crop nothing
more definite has so far become known, ex-
cept that it will be later than was hitherto
expected; some hints that expectations as to
final yield may not be fully realized have also
been thrown out already.Actual business in this market during the
fortnight under review, as far as it has been
reported in connection with voyages tripwise,
is made up by a fixture from Saigon to 1 port
Philippines of a small boat (anything large at
lower rates having been declined) at 28 cents
per picul, loading in a week, and of another,
Saigon to 1 port N. C. Java, at 25 cents, load-
ing early February.From 2 ports N. C. Java to this a steamer
has secured a loading of dry and wet sugar for
early next month at 28 cents. From 110 to
this a small carrier could command a freight
equal to about 18 cents per picul, and for a
voyage from Foochow to Haiphong a steamer
has been closed lump sum.On monthly terms, delivery February and
March, some Norwegian steamers have been
placed, one for Singapore; two for local
natives' account.In sail freights there is nothing new to ad-
vise. Brit. bark *Rosa* has been sold to be
broken up for about \$7,000 Mex.Disengaged:—British 4-m. bark *Stimla*, 2,037
tons net reg. Norw. ship *Otra*, 2,198 tons net
reg.

Departures:—None.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/0 13/16
Do. demand 2/0 13/16
Do. 4 months' sight 2/0 13/16France—Bank T.T. 2/5 1/2
America—Bank T.T. 50 1/2
Germany—Bank T.T. 2/11India T.T. 154
Do. demand 154 1/2
Shanghai—Bank T.T. 7 1/2 1/2Singapore T.T. 15 1/2 prem. nom.
Japan—Bank T.T. 10 1/2
Java—Bank T.T. 10 1/2Ruying.
4 months' sight L/C. 2 1/2 5/16
6 months' sight L/C. 2 1/2 7/1630 days' sight San Francisco & New York ... 51
4 months' sight do. 51 1/2
30 days' sight Sydney and Melbourne ... 2/1 9/164 months' sight France 2/6 1/2
6 months' sight do. 2/6 1/2
4 months' sight Germany 2/6 1/2Bar Silver 30 1/2
Bank of England rate 4 1/2
Sovereign 9 7/8

CANNOT AFFORD TO MARRY.

A BACHELOR'S REAL GRIEVANCE.

The man who remarks that he cannot afford
to marry is usually afraid of having to give up
some pet luxury. But here is a genuine
grievance from an English bachelor, who
states:—"I am 29, and would have married
before now, but I have spent a small fortune
upon doctors and medicine in search of health.
I am under no such disadvantage now, for Dr
Williams' pink pills have given me full health
and strength."Mr. R. E. Jones, of 3 Clague-street, Stuart-
street, Manchester, explained further:—"One
doctor frankly told me that I needed blood, and
that many men suffer through this. Doctors
and hospitals treated me, and at last an eminent
physician."But my illness appeared to defy the best
treatment. I began to vomit blood. Food
would not digest. I became excessively weak,
and my weight decreased rapidly from 11st. to
8st. My legs grew so weak and shaky that on
going upstairs I used to tumble over. I could
sleep only fitfully."One day, when I could scarcely crawl, I
read in a pamphlet of a man who had suffered
from bloodlessness until cured by Dr. Williams'
pink pills. I tried them, and felt greatly
relieved even after one bottle, but while taking
a third bottle a great change was manifest:
The vomiting stopped, my appetite began to
improve, I could sleep better, my legs regained
their strength, I could get about, and the
improvement in my general health continued
daily, until I was able to resume work."That men as well as women become anemic
is an undisputed fact; in both sexes the com-
plaint becomes aggravated by disregard of early
symptoms—such as pale gums and lips, breath-
lessness, languor, and an increasing feeling of
debility. Dr. Williams' pink pills supply new,
rich blood to the starved veins, and impart
energy. They have cured also indigestion,
palpitations, bile, eczema, and skin disorders,
rheumatism, sciatica, St. Vitus' dance, paralysis,
locomotor ataxy, and ladies' ailments. Price
2s. 6d. a bottle or 15s. 6d. for six bottles, of most
dealers, or from Dr. Williams' medicines
co., Holborn-viaduct, London. Ask for Dr.
Williams' pink pills for pale people, and be
firm with the shopkeeper.

Intimations.

NOTICE is hereby given that BARRETTO
AND COMPANY, of Nos. 22 and 24,
Queen's Road Central, Victoria, Hongkong,
Merchants and Commission Agents, have on
the 6th day of September, 1905, applied for the
registration in Hongkong in the REGISTER
OF TRADE MARKS of the following Trade
Mark:—The distinctive device of a Phoenix
appearing to emerge from clouds holding in its
back a cord and tassels with a scroll attached
to it known as Fong Ham Shu (鳳鳴) in
the name of BARRETTO AND COMPANY,
who claim to be the sole proprietors thereof.
The Trade Mark has been used by the
Applicants since the 31st day of November,
1902.The Trade Mark is intended to be used by
the Applicants in respect of the following
goods in Class 23: Cotton Yarn.A facsimile of the Trade Mark can be seen
at the office of the Colonial Secretary of
Hongkong.Dated the 12th day of December, 1905.
F. X. D'ALMADA & CASTRO,
Solicitor for the Applicants.NOTICE is hereby given that BARRETTO
AND COMPANY, of Nos. 22 and 24,
Queen's Road Central, Victoria, Hongkong,
Merchants and Commission Agents, have on
the 6th day of September, 1905, applied for the
registration in Hongkong in the REGISTER
OF TRADE MARKS of the following Trade
Mark:—A distinctive label containing two
boys, one attempting to catch a bat and the
other in the act of picking up a coin known
as Fong Tin Hi Ti (歡天喜地) in the
name of BARRETTO AND COMPANY,
who claim to be the sole proprietors thereof.
The Trade Mark has been used by the
Applicants since the 31st day of March, 1903.The Trade Mark is intended to be used by
the Applicants in respect of the following
goods in Class 23:—viz., Cotton Yarn.A facsimile of the Trade Mark can be seen
at the office of the Colonial Secretary of
Hongkong.Dated the 12th day of December, 1905.
F. X. D'ALMADA & CASTRO,
Solicitor for Applicants.

WANTED.

POSTAGE STAMPS: used, highest price
given.A. BARKER,
S.P.G. Mission, Cawnpore, India.
Cawnpore, 10th January, 1906.

Gold Medals PARIS 1889 & 1900

Regd. Brand

HARRIS, CALNE WILTS, England.

REPRESENTATIVES FOR HONGKONG & CHINA,

HOWARD & Co.,
50, Queen's Road Central,
Hongkong.

Hongkong, 10th May, 1905.

Hotels.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.ELECTRICALLY LIGHTED. ELECTRIC FANS
(if required).ELECTRIC PASSENGER ELEVATOR to each
floor.TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.

Hongkong, 4th December, 1905.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.
Hongkong, 10th May, 1904.ORIENTAL HOTEL,
MACAO.A FIRST CLASS HOTEL situated in the
Centre of Praya Grande with splendid
view of the Harbour.LARGE AND LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.
BILLIARD TABLE, the best in the Far East.EVERY COMFORT FOR RESIDENTS AND
TOURISTS.For Terms, &c., apply to—
THE MANAGER.

Macao, 10th October, 1905.

Intimations.

THE POPULAR
SCOTCH
"BLACK & WHITE"JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment toH.M. THE KING
and
H.R.H. THE PRINCE OF WALESSupplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
the principal Stores.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1906.

THE WINE GROWERS
SUPPLY CO.BARRETTO & Co.,
General Agents, Hongkong.

FRENCH CLARETS.

BOTTLED BY

JULES MERMAN & CIE.,
BORDEAUX.

Cotes \$9.50 Per Dozen Quarts.

Medoc 9.

Intimations.



E

BLEND.

VERY OLD

LIQUEUR

SCOTCH

WHISKY.

Per Dozen - - \$16.50

A. S. WATSON & CO.,
LIMITED.WINE & SPIRIT
MERCHANTS,

ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1905.

TO PREVENT MISTAKES

WHEN BUYING

WHISKY,

PLEASE NOTE THAT

OUR

CLUB No. 1

IS THE ONLY CLUB-WHISKY

IN THE COLONY AT

\$18 per Case.

WE CALL IT NO. 1 BECAUSE

IT IS SO IN

EVERY RESPECT

AND ALSO TO DISTINGUISH

FROM OTHERS.

GREGOR & Co.,

WINE MERCHANTS.

Hongkong, 31st October, 1905.

NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copy sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 15, 1906.

THE LAW OF THE SANITARY BOARD ELECTION.

When we referred some days ago to the irregular terms in which the conditions, under which ratepayers would be allowed to vote at the forthcoming election of new members to the Sanitary Board, were couched, we naturally expected that the Government would abrogate the illegal requirement that ratepayers, before being permitted to exercise the franchise, must produce the receipt for rates paid in the month of December last. To a certain extent the Government have recognised the justice of our contention, that the condition in question was not only absurd and illegal but likely to lead to endless confusion and perplexity. At the same time, the Government have succeeded in modifying the objectionable clause, without, in a way, losing face. The original clause as it appeared in the *Gazette* read—"No ratepayer will be allowed to vote unless he produces to the undersigned the receipt for the Rates paid by him for the month of December, 1905," and ended there. In the *Gazette* of the 12th inst. that clause has been elaborated, and the following sentence is now tacked on to the offending condition—"or otherwise satisfies the undersigned that he is a Ratepayer." That addition nullifies the entire preceding clause. How many people will take the trouble to search for their December receipt when they hold a reasonable belief that they can satisfy the Returning Officer that they are ratepayers? Of course, the difficulty may arise as to what will be considered satisfactory proof, in the eyes of the Returning Officer, that the intending voter is a bona-fide ratepayer. Must he drag his landlord to the election meeting—provided there be an election—to swear that he is really and truly a ratepayer, or can he trust to happy chance that some friend in the audience will acknowledge his acquaintance, and stand guarantee for his honesty and ratepaying proclivities? The fact of the matter is that the conditions of the election as originally issued were muddled; the Government do not care to withdraw from the position first taken up, and this addition, which will cover a multitude of omissions and commissions, has been made. On the other hand, the addition may mean nothing; people can read into it whatever they please, but our opinion is that in view of the mistake—to call it by no other name—which occurred in the terms of the voting conditions, as originally framed, the Returning Officer will be very loth to question the validity of a ratepayer's claims to vote, even if he do not produce all the evidence required by a court of law. Practically all the ratepayer will have to state is that he is a ratepayer, after the "Civis Romanus sum" style, and unless he looks particularly evil and shifty, the Returning Officer, glad to get out of a quandary so easily, will allow him to pass. At present there are only two candidates in the field for two vacancies; if nobody else comes forward there will be no contest, so the question of voters' qualifications will not arise. But for all that, it is evident there has been an error somewhere, and the rectification is but a partial solution of the difficulty which occurred to those who are interested in the forthcoming election.

CHINESE LADY NURSES.

In a quiet, unostentatious fashion, the Women's Medical College of the American Presbyterian Mission at Canton is performing a great work, which must have abiding effects on the social life of China. The aim of the College is to provide a course of study in medicine for Chinese ladies who, on graduation, will be equipped with an education which will enable them to practise within the precincts of the female quarters of Chinese residences. One of the problems which have faced the medical missionaries in China has been the difficulty of obtaining entrance to the secluded homes of Chinese ladies, and even when they were granted admission, it was found an almost impossible task to overcome the natural shyness of the inmates. The presence of a foreigner. It was a happy accident which led to the establishment of the College at Canton, where native lady students could be instructed in the principles of western medicine, and sent out to exercise their art on their countrywomen in times of sickness. Chinese ladies would be more amenable to the influence of their own people than the ministrations of strangers, and the very fact that they should give up the practice of charming away sickness by the adoption of fetiches and the wearing of phylacteries is a step in advance, whose importance cannot be over-estimated. The moving spirit in this reform has been Dr. Mary H. Fulton, who has devoted immense trouble to the work of the College, and thought time wasted when not employed in furthering the scheme of producing Chinese lady physicians. Last week three young women received their diplomas after completing a four years' course of study. So great is the demand for lady doctors, we are told, that many of the students have established a reputation for themselves even before their graduation. It is significant that the Chinese Government, as represented by Taotai Wen, the mouthpiece of Viceroy Shum, is in cordial sympathy with the movement, and even complains that the Chinese ought to be ashamed because a foreigner had to come thousands of miles to teach them their duty in this respect. But while the education of Chinese lady students in medicine is praiseworthy and entitled to support, we are far more interested in the statement that the first nurse who has studied at the Training School for Nurses has received her diploma. A doctor's visits are brief and business-like as a rule; it is the nurse who penetrates the inner thoughts of the patient, whose care and attention are best appreciated, to whom is attributed the cure. Without the nurse, the doctor's prescriptions are likely to be valueless, left unheeded, if not actually thrown to the winds. There is more in the statement that a nurse has passed the prescribed examinations, and is now qualified to take her place by the bedside of ailing countrywomen, than in the news that half a hundred doctors have graduated. For without the nurse, the labours of the doctor are apt to be unavailing. The nurse is an integral part of the medical missionary system—the complement of the doctor. Chinese ladies are noted for their delicacy of touch, their infinite capacity for taking pains, their cheerfulness and good temper, and their willingness to assume responsibility. They should therefore make ideal nurses, and the Training School for Nurses at Canton is likely to prove a centre of hope to many a Chinese lady who is suffering within the "zenana" of her home. There can be no doubt that a vast field of enterprise is being opened by the American Presbyterian Mission in Canton, which deserves the support of all interested in whatever makes for the amelioration of the condition of Chinese ladies.

LOCAL AND GENERAL.

The English mail of the 16th Dec. was delivered in London on the 12th inst.

By the H. A. L. *Andalus* six Russian officers and 1,779 soldiers arrived to-day from Vladivostok en route for Odessa.

Two large lighters left Shanghai on the 8th inst. to go to the assistance of the H. C. S. *Tingyang*, aground at Bate Point.

CABLE communication with Vladivostok is now restored. Vladivostok is in telegraphic communication with Siberian stations to Blagovestschenok and with Harbin and Loganshan.

An American named William Parson was this morning sentenced to fourteen days' hard labour, at the Police Court, for stealing a book, the property of the Public Library, on Saturday last.

SINCE the 1st of January, there have been two cases of plague notified in Hongkong. In both cases the victims were Chinese and both terminated fatally. One case of small-pox has occurred, an Indian having contracted the disease.

Messrs. Gibb, Livingston & Co., the local agents in Hongkong, for the Northern Assurance Company (Fire and Life) have sent us a calendar, issued by that Company, in Chinese. The centre is occupied by an allegorical Chinese picture.

Two Chinamen appeared before Mr. C. A. D. Melbourne, at the Police Court this morning, on a charge of being in possession of 35 taels and 5 taels, respectively, of prepared opium and also for forging the trade-mark of the Opium Farm. The case was remanded until to-morrow.

THE five lions which arrived here by the s.s. *Kut Sang* some days ago, and were kept at the Causeway Horse Repository, are expected to leave to-day by the s.s. *Holstein* for Haiphong, where they are consigned to the Spaniards. During their short stay here the tamer—a Frenchman—gave one or two exhibitions, by thrusting his hands into the mouth of one of the animals. His wife, we understand, when performing, dances in the cage, while her husband puts the loutes through their tricks.

THE Indian troops and guards in Hongkong are to suffer no longer from chilled fingers and cold feet. Major-General Villiers has issued an Order to-day which reads—Owing to the present cold weather the General Officer Commanding authorities an issue of coal, where the same can be utilised, for one week commencing on the 14th inst. order para 4, section 4, local allowance regulations, to all Indian troops and guards furnished by them. It is interesting to note that the military authorities are hopeful that the cold snap will disappear in a week's time.

A PEKING special of the 8th inst., to the N. C. D. News, says:—Likely Russia has been building a branch of the Chinese Eastern Railway in Hellungchiang province and intends to extend her influence in that direction, as she has lost her railway south of Changchun. The Military Governor of the province has wired to the Waiwupu that at present more than half of the mines and railways there are in the hands of the Russians, and if China consents to the building of this branch line all the mines and railways in the province would pass under her control. In case, therefore, Russia formally demands these rights the Waiwupu should decidedly reject the claims.

THE result of the working of the Osaka Shosen Kaisha for the half-year just ended was less satisfactory than is usually the case. The advance in the price of coal and in charter rates for foreign steamers, and the decrease in the shipment of rice are responsible for the falling off in the profits. The company had to pay about ¥300,000 more for coal during the period than in the preceding half-year. The net profit amounted to about ¥700,000, and the directors had to draw ¥300,000 out of the surplus for the preceding period, to enable them to declare the customary dividend of 10 per cent. per annum. The company proposes to increase its capital by ¥5,000,000, and this proposal will be submitted at the half-yearly general meeting in a few days.

RIVERBOAT COLLISION.

S.S. "KWONG TUNG" v. S.S. "TAI ON."

At the Supreme Court this morning, in Admiralty Jurisdiction, before the Chief Justice, Sir Francis Piggott, the Yik On Steamship Company brought an action against the owners of the s.s. *Kwongtung* for \$500, for damage done in a collision which occurred on May 17, 1904, on the Canton Salt Flats, near the Ikin station.

Mr. M. W. Slade, instructed by Mr. Harding, of Messrs. Ewens, Hartson and Harding, represented the plaintiffs, and Mr. E. H. Sharp, K.C., instructed by Mr. H. J. H. Gedde, of Messrs. Johnson, Stokes and Master, appeared for the defendants.

Capt. Morrison sat as nautical assessor. In opening the case, Mr. Slade briefly outlined the facts. He said that the *Tai On* left Hongkong at eight o'clock on the evening of May 16, and the *Kwongtung* an hour later. The *Tai On* is an old and slow boat, while the *Kwongtung* is a comparatively new boat, and considerably faster. When near Whampoa, the *Tai On* maintained the same speed, with the tide in her favour. Continuing at this moderate speed she saw the *Kwongtung* near the Whampoa Barrier, ahead of her. The *Tai On* caught up the *Kwongtung*, which was just beyond the barrier, went by and clear, how far clear he could not say. The *Kwongtung* then, the *Kwongtung* put on steam and came on after the *Tai On*. She caught up the *Tai On* on the starboard side and got parallel for a short time. At the Salt Flats the channel narrows considerably. The *Kwongtung* starboarded and her quarter struck the *Tai On*'s bow a lancing blow. The result was that the *Kwongtung* was unable to straighten up, and so struck the salt junk. The damage done to the *Tai On* was really nothing more than the breaking of some iron chains. After the collision the *Kwongtung*'s propeller was discovered to be fouled, and the *Tai On* proceeded on her voyage up the river. The *Tai On* did all she could to avoid the accident. In conclusion, he stated that since the collision the first mate of the *Tai On* had died.

John Lawrence, master of the s.s. *Tai On*, said he was in command of the vessel on May 17 last. Witness had been in the employ of the Yik On Company since 1893. He was master of the *Tai On* for six years. In the year 1897 he started plugging up the river. On the evening of May 16, the *Tai On* left Hongkong at 8 o'clock in the evening. The tide was a little flood when he left here. Below Whampoa the tide changed to ebb. The *Tai On* reached Whampoa about 4 o'clock in the morning, and witness was on deck. After leaving Whampoa, he was going full speed, which was against the tide, and averaged about seven or eight knots an hour over the ground. Witness saw the *Kwongtung* after leaving Whampoa about midnight and a half way. Witness previously saw the *Kwongtung* before she passed the *Tai On* below Whampoa. When witness saw the *Kwongtung* above Whampoa the *Tai On* was gaining on her. Witness passed the Whampoa barrier a little after five. The *Kwongtung* was still ahead, about a quarter to two-thirds of a mile ahead. He continued at the same speed, and at about a quarter past five he passed the *Kwongtung* on her port side. The distance between the two ships then was about 20 yards, and apparently the *Kwongtung* was going dead slow. The full speed of the *Tai On* is 9½ to 10 knots, while the *Kwongtung* could steam about 12 to 13. After passing, the *Tai On* got ahead leaving the other vessel at her stern. Ten minutes afterwards witness heard a noise of a steamer coming up, and saw the *Kwongtung* coming up on the *Tai On* on her starboard side. With the speed the *Kwongtung* was going at, the two vessels nearly collided. Witness then shouted out, "Stop! Stop!" on both engines, and he sang out to the pilot to put her helm right midships. Junks were on her port side along the bank. There was no room for witness to starboard. The *Kwongtung* was clear away, as he would have run into the junks, so he went astern. When he was going full speed astern, the *Kwongtung*'s station caught the *Tai On*'s anchor fluke, drawing the anchor forward, and broke and bent the forward station of the *Tai On*. After the *Kwongtung* got clear witness saw her run into a salt junk on the *Tai On*'s port side. As soon as the *Kwongtung*'s stern was clear of witness's port side, witness went on, and reported the case to the harbour master. Nothing could be done for the *Kwongtung* as witness was afraid of getting ashore.

Cross-examined by Mr. Slade: It was 5.20 and not 5.15 that the collision occurred. The handwriting in the log book was that of witness, and there was a slight mistake as regards the time of the collision. The *Tai On* was in the middle of the channel, and the *Kwongtung* approaching at her stern. He could not go on his starboard side as there was no room and "there is no God in heaven" he would have run into the salt-junks.

His Lordship asked witness not to decorate his language. Continuing, witness said he thought that after he heard the *Kwongtung* telegraph ring she went faster. William Stanfield, the chief engineer of the *Tai On*, was also called and testified as to the times when the telegraph rang, as also did Tang Lin, the pilot, who supported the evidence of the last witness.

The case is proceeding.

NAVAL VISIT TO MANILA.

THE RECEPTION.

The following interesting account of the arrival of the British cruiser squadron at Manila, on Admiral Noel's cruise of the Southern foreign ports, is taken from the *Cablenews* of the 12th inst:—

The British are at Manila! The exclamation is not in the accent of terror of the cry: "Hannibal ante portas" which startled the ancient Romans, nor is it causing the consternation it did 143 years ago, among the Spanish officials, when on the morning of May 16, 1762, the fleet of Admiral Draper sailed into Manila Bay and at once prepared to take forcible possession of the city. It is an exclamation of joyful greeting to the distinguished representatives of a friendly and kindred nation, who will be entertained royally and made to feel at home during their short stay in these waters.

The British cruiser squadron under the command of Admiral Sir Gerard Henry Noel, K. C. B., K. C. M. G., which came to anchor in Manila Bay at 11 o'clock yesterday morning, is the most powerful aggregation of foreign war vessels assembled in this harbour since the American occupation. As soon as the flagship *Diadem* had anchored at a buoy surmounted by a large British ensign, her batteries roared out a salute of 21 guns which was promptly answered by the shore batteries of Fort Santiago. The battleship *Ohio* then followed with a full admiral's salute of seventeen guns in honour of Admiral Sir Gerard Noel. The *Diadem* replied with a salute of 15 guns in honour of Admiral Train.

MAGNIFICENT CRUISERS.

The vessels comprising the squadron are the *Diadem*, *Suffolk* and *Hogue*, all three first-class protected cruisers of 12,000 tons displacement. They are formidable fighting machines and represent the highest skill in up to date naval architecture. The flagship is commanded by Captain Savory; Captain Shortland commands the *Hogue* and Captain Grant the *Suffolk*. The vessels are all painted drab colour, which they had exchanged for the usual black at the outbreak of hostilities between Russia and Japan. They anchored so as to pair with the American warships as follows: *Flagship Diadem* and *Flagship Ohio*, cruiser *Hogue* and battleship *Wisconsin*, cruiser *Suffolk* and battleship *Oregon*.

FORT SANTIAGO RETURNS.

The anchor of the *Diadem* had hardly struck the water before a salute gun belched forth the first round of the national salute to the port. A starboard gun followed, and the booming continued until the full 21 guns had been given. Fort Santiago returned the courtesy with 21 booming welcomes. Immediately following the demonstration at the fort, the British colours were raised and remained aloft on the flagship *Ohio*, as the guns spoke 17 times in significance, and honour of the visit of the British Admiral. Aloud, Sir General Noel's flagship the marine band played the general salute as soon as the firing on the *Ohio* ceased, and a rear-admiral's salute of 11 guns was given to Admiral Train.

VISITS OF COURTESY.

The officers of the quarantine service were first aboard, followed shortly afterwards by Mr. Gordon, the acting British Consul-General, and J. M. Sidebottom, acting assistant consul-general, who had gone out early in the launch *Victoria*. They were in full uniform and regalia of the British Consular Service, and greeted Admiral Noel and his officers in the name of Edward VII., King of the United Kingdom of Great Britain and Ireland and Emperor of India.

FREEDOM OF THE PORT.

Commander Roger Wells, chief-of-staff of the Asiatic fleet, came aboard from the naval launch *Christine* and presented the Britishers with the compliments of Admiral Train and the American people. Captain Julius A. Penn, aide-de-camp to Major-General Corbin, drew alongside with the quartermaster launch *Hoton*, and extended the courtesies of the commanding general of the division of the Philippines. Harbour-master Chase then came aboard and on behalf of the Insular customs service tendered the freedom of the port to the visitors.

MRS. CORBIN'S TEA.

At 3 o'clock Admiral Noel returned the call of Admiral Train. At 4 o'clock the British admiral, accompanied by the acting British consul-general Mr. Gordon, Flag-Commander Hamilton and Flag-Lieut. Buxton, called at the Ayuntamiento and were met at the door by the Governor's aide-de-camp Major R. H. Noble, by whom he was conducted into the office of the Governor-General. After about half an hour's visit there the admiral and his staff, conducted by Captain W. E. Horton of General Corbin's staff and Mr. Noble, went to General Corbin's house to make the official return visit. It had been previously arranged that the visit be made at the General's residence instead of at his office. The officers of the general's staff and ladies were presented to the admiral and his staff, and about 5 o'clock tea was served by Mrs. Corbin. During the reception the 9th Infantry band played upon the lawn. While the Britishers were at General Corbin's house, a general's Bliss, Major Guilfoyle and Captain Penn called to pay their respects. About 5.30 p.m. the admiral and his staff returned to the flagship *Diadem*.

ENTERTAINMENTS PLANNED.

The crews of the British cruisers were greeted shore leave in the afternoon. His Majesty's engineers were seen particularly about the streets of Manila and the natty appearance and decorous deportment excited universal admiration and favourable comment. Numerous are the entertainments planned in honour of the visitors, both officers and crews, and American officials, the British colony and the people of Manila in general will vie with each other not to let the visitors depart with an impression that the hospitality of Manila is inferior to that of any port in the world.

DINNER AT GOVERNOR'S.

This evening at 8 o'clock Governor-General Ide will give a dinner to the British Admiral and his staff at his residence 182 calle Aliz. At 7.30 p.m. the chief petty officers of the American fleet will dine the chief petty officers of the British fleet at the Metropolitan hotel, for which covers for 200 will be laid.

To-morrow a review will be held at Fort McKinley. At 3 o'clock to-morrow afternoon the American bluejackets have arranged to entertain the British bluejackets. Cars will be in readiness to receive the guests, at the Captain of the Port's at 2 o'clock, and will take the sailors for a tour of all the street car lines of Manila. At 5 p.m. dinner will be served at the Grand Opera House, after which they will take a trolley ride to Malabon, while the opera house is being prepared for the evening entertainment which will begin at 7 o'clock and will consist of the best talent in the fleet. Refreshments will be served during the entertainment and every bluejacket of both navies will be most welcome. The entertainment will close about 10.30 o'clock, and cars will be in readiness to convey the sailors back to the landing.

E L E G R A M S.

"HONGKONG TELEGRAPH" SERVICE.

JAPANESE ENTERPRISE.

PROPOSED SHIPPING DEAL.

OFFER TO PURCHASE PACIFIC MAIL SERVICE.

[From Our Own Correspondent.]

Shanghai, 15th January, 2.25 p.m.

A proposal has been submitted, on behalf of a Japanese shipping combination, to acquire by purchase the service of steamers owned by the Pacific Mail Steamship Company.

Mr. Harriman, the President of the American line, has the matter under consideration.

FRENCH MISSIONARY.

MURDERED AT LIEN-KIANG-FU.

[From Our Own Correspondent.]

Shanghai, 15th January, 2.25 p.m.

It is reported that a French missionary has been murdered at Lien-kiang-fu.

There are no details to hand.

S.S. "GLENFALLOCH" GROUND.

ON LITTLE HANK.

The s.s. *Glenfalloch*, Captain F. J. Slach, 1,434 tons, which arrived in the harbour yesterday morning from Singapore via Hoihow, grounded on Little Hank on the 12th instant. The following was the report made by the captain:—"Leaving Hoihow for Hongkong, grounded on Little Hank (Hainan Straits), remained for six hours. Weather calm. No damage sustained. Floated off half-tide."

HONGKONG GUN CLUB.

The annual championship meeting was held on Saturday, 13th inst. The championship was won by His Honour Mr. A. G. Wise, Mr. A. C. Macmillan being second, after a tie with Mr. G. C. Moxon.

The Ladies' Nomination prize was won by the Hon. Mr. Gershom Stewart with Mr. A. G. Wise second.

H. M. S. "ANDROMEDA."

FAREWELL CONCERT AT SHANGHAI.

H. M. S. *Andromeda* arrived here from Shanghai on Saturday. Before leaving the harbour port, the *Andromeda* gave a farewell concert to the H. M. S. *Andromeda* was given by the ladies of Shanghai yesterday evening. The bandmen have made themselves so popular during their stay here that our readers will learn with regret that they return to their ship this afternoon. In spite of the short notice the ladies responded nobly and the thunderous rounds of applause with which each number of the long programme was received showed that Jack thoroughly appreciated their efforts. Mrs. Shorrocks, who organised the concert, was ably assisted by Mrs. Mcintosh, the Misses Wilmer Harris and Miss McCullum, and others, and the programme was interspersed with comic songs by friends from H. M. S. *Donatella*. The long and varied programme was made still more lengthy by the repeated encores which Jack demanded; and insisted upon obtaining. At the conclusion of the concert.

Lieut. Mellor, on behalf of H. M. S. *Andromeda*, thanked the ladies for the entertainment they had provided and assured them it was thoroughly appreciated. In the absence of "the youngest man present" he called upon Mr. Shorrocks to reply for the ladies.

Mr. Shorrocks, on behalf of the ladies, expressed the great pleasure it gave them to be able to help at this entertainment. It had had to be got up in a hurry as the sad news that the *Andromeda* was leaving next day had only been known for a short time. Had the ladies had a week in which to prepare for the concert he felt sure that they would have given one which could not have been excelled. They were all proud of the handymen and he, as a civilian, felt sorry that at the age of ten he had to discard his semi-naval costume.

Lieut. Mellor called for three cheers for the ladies, and three more for Mr. Shorrocks and his audience rose as one man to respond. The *Andromeda*'s band then struck up "God Save the King" and the pleasant evening, which had passed all too quickly, came to an end.

SHIPPING AND MAELS.

MAILS DUE.

Canadian (*Empress of India*) 17th inst.
German (*Imperator*) 18th inst.
Indian (*Kwongtung*) 23rd inst.
Australian (*Eastern*) 3rd prox.

The P. & O. S. N. Co.'s s.s. *Ceylon* left Singapore for this port on 14th inst., at 6 a.m. The *Apex* Co.'s s.s. *Lightning* from Calcutta left Singapore Saturday afternoon, and may be expected here on 17th inst.

The Imperial German Mail s.s. *Guelma* left Shanghai Saturday, at 11 a.m., and may be expected here on Monday, p.m.

The H. A. L. s.s. *Sambal*, from Hamburg left Singapore for this port on 14th inst., p.m., and may be expected here on 16th inst.

The C. P. & Co.'s s.s. *Empress of China* arrived at Shanghai at 4 a.m. on 15th inst., and left again at 10 p.m., tomorrow day, for Nagasaki where she is due to arrive at 10 a.m. on 15th inst.

The C. P. & Co.'s s.s. *Empress of India* arrived at Shanghai at 1 p.m. on 15th inst., and left again at midnight same day, for Hongkong where she is due to arrive at 10 a.m. on 17th inst.

TELEGRAMS.

[Ruler's.]

French Loan to Russia.

LONDON, 12th January.
The Temps states that the French banks have decided to advance to Russia France 200,000,000 at 5 per cent.

This will not involve the export of gold, as the capital will remain in the banks against Russian drafts.

Russia.

The pacification of the Baltic provinces is proceeding steadily.

France.

The Presidential election will take place on the 17th instant.

The Elections.

The London Trades Union Council has decided to support the candidature of Mr. Burns.

France and Venezuela.

13th January.
Diplomatic relations between France and Venezuela are broken off.

The cable between New York and Venezuela is interrupted.

CHINA'S HOPE.

STUDENTS' FIELD DAY AT CANTON.

[From Our Own Correspondent.]

Wednesday and Thursday, Jan. 10th and 11th, were great days in the history of Canton. The hope of China was to be seen on the parade ground at the East-gate of the city. Probably never before have so many young men and students been gathered together as they were on these two days. Of course, many of the older students and officials were present. But it was young China's day. The young men were in the saddle.

The Commissioner of Education had called the students together. It was to be a time of sport and athletic exercises. Forty-seven schools were represented. Over two thousand students were present. Instructors from the Government schools and colleges were there dressed in their smart modern uniform. The old time dress seemed out of place. Some men with petticoats and a modern sword were objects of curiosity. Even the most conservative was ready to admit that for officers the modern dress was the proper thing. And now that the change has begun there is nothing that can stop it. There is a mad rush for everything foreign in dress. Yet the old officers entered as heartily as the young into the spirit of the day. Admiral Lee looked supremely happy. He did not look much like a dignified Chinese officer as he got down on his knees on the grass and tied two boys' legs together for the three-legged race.

Great preparations had been made, and money freely spent. A grandstand had been erected at the north of the grounds, and the flags of all nations were displayed. The ladies were not forgotten and had their grandstand. Tea and cake were provided.

The gathering was under the patronage of H.E. the Viceroy, but owing to ill health he was unable to be present. But his aide-de-camp was there, and bore aloft authority from the Viceroy to dispense on the spot any money that was the proper thing. This part of the gathering was hardly modern. The Viceroy had prepared 120 gold medals for the successful competitors, besides many silver ones.

Of course, there were many blunders and the programme was badly carried out. But considering that the affair was managed altogether by the Chinese, and that it was their first attempt, nothing but praise should be said of it. It represents the beginning of new things. The change has come so rapidly that we are not able to realize what is taking place. Japan in all her strides never moved as China is moving now. It would not be surprising if China should go headlong to destruction. She has no one capable of guiding her, and she knows not where she is rushing. But she is bound to have a trial. As one of the new men said yesterday: "We will make many mistakes, but we will learn." So our criticism should not be severe. A man does not learn the rules of athletic sports in a day. It takes some time to learn to "play fair." This was the lack on the first day. The students complained that the umpire was partial. The winners were not always acknowledged. Schools were favoured. So bad did this state of affairs become that there was a vigorous protest against the conduct of the umpire. No heed was taken of the protest and nearly all the non-official schools withdrew. It was an amusing sight to see several hundred strong and march from the ground. It is unfortunate that we are afraid the Government schools were in the charmed circle and had the best of it. The Canton Christian College stood out prominently and carried off many prizes. Considering that this College had a very small number of students to draw from, her record is all the more creditable.

The games were contested under difficulties. The ground was in no condition for running or any kind of sport. No attention had been paid to the condition of the ground, so that running became dangerous, and many a race was lost by a hillock sending a boy head over heels.

Canton is to be congratulated on the success of this first attempt at field sports. There is no doubt, but the gathering will be repeated annually. The new spirit is working mightily and results will follow. It would be unwise to predict what these results will be. Perhaps T'ai Wen came near the truth when he remarked yesterday: "This is China's new wine, but the bottles are old." But in this case I think the bottles will be broken, and the wine will not be lost.

There are now in Canton over one hundred of these new schools, with over 6,000 students. New schools are being opened and filling as rapidly as opened.

THE SANITARY BOARD ELECTION.

The only two candidates who have so far come forward for the two vacancies on the Sanitary Board created by the resignation of Mr. H.E. Pollock, K.C., and Mr. Ahmet Ramjani, are, as already announced, Mr. A. Shelton Hooper and Mr. Henry Humphreys. Mr. Hooper is proposed by Mr. E. H. Sharp, K.C., seconded by Mr. E. W. Mitchell. Mr. Humphreys' supporters are Mr. J. R. Law (of Messrs. Butterfield & Swire) and Mr. F. Maitland of the firm of Messrs. Lindsay & Davis, as proposer and seconder, respectively.

ELLIS KADOORIE CHINESE COLLEGE.

DISTRIBUTION OF PRIZES.

THE GOVERNOR'S EXPERIENCES IN PRISIA.

An alert and bright-looking cadet corps, composed of the boys of Ellis Kadoorie Chinese College in Hongkong, formed the guard of honour to-day on the occasion of His Excellency Sir Matthew Nathan's visit to the College to distribute the prizes to the successful students for the year. There was a large attendance of parents and friends of the scholars, including Mr. R. A. B. Ponsonby, His Excellency's private secretary; Messrs. Fung Shou Shan, Lau Chu Pak, Ellis Kadoorie, D. Nichol, J. Walker, Ho Kom Tong, E. J. Moses, E. C. Lewis, Choi Toye Yik, Fung Wa Chuen, Ip Yan Chuen, Ip Leung Wan, Ip Wa Kwan, Rev. E. J. Barnett, Rev. H. R. Wells, Leung Ho Cho, Leung Ching Yung, Tang Sui Kai, Chan Siu Ki, L. Siu Tung, Lam Shou Tung, Mrs. E. Galtier, Mrs. E. M. Pettie, Mrs. M. Pearce, Mrs. Allnut, Mrs. Woodcock, Mrs. E. A. Kadoorie, Mrs. Braidwood, Mrs. Bessan, Mrs. Thomson, Mrs. Chapman, etc.

Mr. Braidwood, headmaster, in submitting the annual report said:—Your Excellency, Mr. President, ladies and gentlemen—It gives me much pleasure to present to you the fifth annual report of the Society's Hongkong College. For grant in aid purposes, the school year ends on June 30th, and on the 9th of that month we had a surprise visit and examination by Mr. E. A. Irving, Inspector of Schools. His opinion of the condition of the school at that time is voiced in the following statement:—

THE INSPECTOR'S ANNUAL REPORT.

"Discipline and Organization.—The school has grown so much during the past year, that some increase to the European staff seems required. Many of the Chinese masters are insufficiently acquainted with modern methods of teaching, but the Headmaster's time is so largely occupied with teaching that he has little left in which to advise and correct them. I do not think the organization is likely to be thoroughly satisfactory until the services of another trained English master are obtained. Discipline on the whole is very good. Work sent up for examination should be done neatly, on foolscap paper. The school has made good progress during the year. Sanitation—Satisfactory. The buildings are not well adapted to accommodate the present large numbers. But there is no danger of insufficient ventilation. Apparatus.—Very satisfactory except as regards local maps in the lower class. English, Colloquial.—A considerable improvement has been made in the lower classes as compared with last year. But the result is not yet all that can be desired. The boys in the two top classes, speak very well. Reading.—The Readers used are suitable. Reading is well taught. Writing.—Class I and II did not improve much, taking the classes as a whole, were very good. Composition.—The boys in the two top classes, speak very well. However, do even better, if they would give more attention to this matter; some of them wrote on the side of brevity. The composition in Class II was 'fair to poor.' This is not surprising, remembering how badly these boys spoke English last year (see last annual report). This case is a good instance to show how difficult it is to learn to write a language without ability to speak it. Composition in Class II was 'fair to poor.' This is not surprising, remembering how badly these boys spoke English last year (see last annual report). This case is a good instance to show how difficult it is to learn to write a language without ability to speak it.

Composition in Class II was 'fair to poor.' This is not surprising, remembering how badly these boys spoke English last year (see last annual report). This case is a good instance to show how difficult it is to learn to write a language without ability to speak it. Composition in Class II was 'fair to poor.' This is not surprising, remembering how badly these boys spoke English last year (see last annual report). This case is a good instance to show how difficult it is to learn to write a language without ability to speak it.

Composition in Class II was 'fair to poor.' This is not surprising, remembering how badly these boys spoke English last year (see last annual report). This case is a good instance to show how difficult it is to learn to write a language without ability to speak it. Composition in Class II was 'fair to poor.' This is not surprising, remembering how badly these boys spoke English last year (see last annual report). This case is a good instance to show how difficult it is to learn to write a language without ability to speak it.

THE STUDY OF HYGIENE.

Hygiene, as a class subject, was taken up as soon as the manual, published by direction of the Government, was procurable, and constituted a part of the regular curriculum since the first lesson was given on 17th March, 1905. Experience suggests the advisability of having the manual translated into Chinese for use in the lower classes. The shield and prizes offered for competition in this subject by your Excellency were great incentives to study, and, in addition to a team for the elementary course, we entered five competitors for the senior course. The results were not encouraging, but prove conclusively that a team composed solely of Chinese boys and writing a foreign language cannot hope to compete successfully against other teams composed solely, or in part, of English-speaking students. Following the usual precedent, the Headmaster's annual examination was held in December. As in former years, the bulk of the English papers in the upper classes were cor-

rected by Messrs. Hamilton and Scott, while the translations were examined and marked by Mr. Fung, the senior Anglo-Chinese assistant. Stated concisely the results were as follows:—Reading, 9.2; Dictation, 66.75; Arithmetic, 61.0%; English Composition, 75.12%; English Colloquial, 90.61%; Geography, 86.80%; Grammar, 79.18%; Science, 97.7%; Translation (English to Chinese), 94.87%; Translation (Chinese to English), 91.53%; History, 90%; Mensuration, 65.55%; Mathematics, 47.21%; Hygiene, 97.43%. Compared with last year's results there is a decided improvement in eight subjects, viz.:—Reading, Dictation, English Colloquial, Geography, Science, Translations and History, while in the remaining subjects the percentage is somewhat lower. The high percentage of passes in translations from English to Chinese and vice versa is due to the fact that this subject is now confined to the upper classes.

MISCELLANEOUS.

The library, the inception of which, I mentioned in my last annual report, has been largely taken advantage of, and especially by the senior boys, to many of whom I am pleased to say, it is proving a source of pleasure and profit. Some few additions were made to it in the course of last year, but more books, of a juvenile character, are wanted for the younger pupils. In October last physical exercises and simple military drill were added to the curriculum as a voluntary subject, and 170 boys elected to take the course. For a month they were under native instructors, but it was thought advisable to adopt the English system, and on 1st November, Master Gunner P. Gainer, R.A., has been in charge. Under his firm but kindly discipline a marked improvement is already observable in their carriage and appearance. Owing to the restricted area on which the school is built, no adequate space is available for purpose of drill, and we are much indebted to our Vice-President, Mr. Burns, who has kindly offered to let us use part of his grounds at 'Albion' for this purpose. In 1904-5 when the school was first placed under the Government Grant-in-Aid scheme the average annual attendance was 185.88 and the amount of Grant earned \$3,112. For 1904-5 the average annual attendance was 268.75 and the Grant earned \$4,183, being an increase of 8.87 or nearly 5% in attendance, and \$1,071 or nearly 35% in Grant earned. Since the school was placed under the Government Grant-in-Aid scheme in 1904-5, the average attendance to date is 207.45. As our school buildings are too small to accommodate the numbers seeking admission on the Council resolved to make an addition to the existing premises. Plans were prepared and the Government approached through the Education Department with the object of securing a building grant. In this we were successful and building operations began on 22nd Sept., and, should nothing untoward occur, we hope to have the building finished in May of the present year. When completed we will have a covered playground, a large examination hall, and three additional class rooms. This will enable us to accommodate 300 more pupils or 600 in all. The total cost will be about \$5,000, and of this amount the Government has, I understand, agreed to pay \$7,000. The system by which pupils are rewarded for regular attendance by being exempted from payment of fees met with increased success, for whereas in 1904 only 14 boys made the possible number of attendances, in 1905 86 had no absent mark recorded against them, while 76 have made 200 or more attendances, out of a possible 213. The competitions in connection with the Bellis Trust Fund No. 2 were resuscitated in 1905 and in the examination held on 27th April, Lau in Chung tied for 4th place. The Blake Scholarship of 190 has again been won by Lau in Chung; but as it is tenable for one year only, it falls to the second-year La Iki Hong, who was but 11 marks behind his successful rival. For the Ho Kom Tong Scholarship (Junior) the contest was so keen that a second and more difficult paper in translation had to be set. The measure of success and progress which has attended the school work is due in no small degree to the support I have received from the staff, and the keen interest taken in the welfare of the school by the members of Council, more especially the President and the Secretary. I am pleased to have this opportunity of thanking them all for their hearty co-operation. In addition to the directors of the Tung Wah Hospital and the committee of the Po Leung Kuk, we are much indebted to the large number of gentlemen over 50—who have so liberally contributed to our scholarship and Prize Fund. Time will not permit me to mention their names here, but we are deeply sensible of their kindness, and of the practical way in which they have shown their interest in, and sympathy with, our educational work.

PRIZE LIST.

The following is the prize list:
Blake Scholarship (Senior) Leung in.
Ho Kom Tong scholarship (Junior) Lau Wa Tung.
Class IA, 1st school scholarship Lau in Chung; 2nd Lo Chi Ho; 3rd Lau Wing Chung.
Class IB, 1st school scholarship Tang Kwong; 2nd Fok Lau Fong; 3rd Sham Wai Chung.
Class II, 1st school scholarship Siu Kuk; 2nd Leung Yim Tong; 3rd Chan Kam Cheung.
Class III, 1st school scholarship Chan Tsz Mun; 2nd Tsang Wai Kwong; 3rd Siu Wing Kwong.
Class IV, 1st school scholarship Ng Shiu Tung; 2nd Mau Hong; 3rd Mok Wai Hon.
Class V, 1st school scholarship Tsz in Fong; 2nd Chan Seung Chi; 3rd Li Cheuk Yim.
Class VIA, 1st school scholarship Chan in Kai; 2nd Ho Yuk; 3rd Siu Kwan Fat; 4th Chan in Tong; 5th Lam Kwok Leung; 6th Ho Shau Hui. VIC 1st Kwok Si Cheung; 2nd School Scholarship Kwok Si Yan; 3rd Lau Hon Cheung. VI 1st Au Shai Pun; 2nd Fung Man Wa; 3rd Chan Sik Tso.
Chinese Department.—Class I, 1st prize Lam Si Cheung; 2nd prize Chan Sik. Class II, 1st prize Tsz Chit Po; 2nd prize Lam Kwok To. Class III, 1st prize Yeung San; 2nd prize Cheung Ho. Class IV, 1st prize Chu Sheng Shing; 2nd prize Luk Po Tong. Class V, 1st prize Cheng Chu Pun; 2nd prize Wong Wai Man. Class VI, 1st prize Tsz Chok Piu; 2nd Lam in Wai.

SPECIAL PRIZES.

Dux Boy, Lau in Chung.
Hygiene, Chau Fung Cheung.
Colloquial, Lai Ki Hong.
Chinese, Tang Kwong, Siu Kuk, and Ng Shing Hui.
Recitation, Chan Yan Tong, Pun Chung Wun, Su King Chi, Lam Si Cheung, Tsang in, and Pang Cheung Yuen.
The students who had won prizes for recitation then gave examples of their elocutionary abilities, and thereafter the prizes were distributed.

THE GOVERNOR'S ADDRESS.

His Excellency the Governor, who was received with applause, said the school had well maintained its standard of efficiency; it was rapidly increasing in numbers and in importance. The attendance was already one of the best of any of the educational establishments in the Colony, and he hoped, if it went on as it was doing at present, that before long it would be

he would see an attendance of 600 (applause). It had therefore given him much pleasure to recommend to the Secretary of State that a large building grant should be given towards the school, with the view of providing for that increased attendance, and that recommendation had been approved by Mr. Lyttleton—(applause). He was glad the management had recognised the necessity, pointed out by the Inspector of Schools, of adding to the European masters, and he remarked that if the school desired to maintain the present standard of efficiency and at the same time to increase its numbers it would be well for the strength of the teaching staff to be kept rather above than below the requirements of the moment.

THE STUDY OF GEOGRAPHY.

Turning to the boys, His Excellency remarked that he hoped they, as well as the masters, had listened very carefully to the different weak points in their work pointed out by the Inspector of Schools, and that they would do their best next term to improve in those subjects. He did not propose to dwell any more on these weak points, but he would attempt to interest them on the same subject that he spoke about last year, the study of geography. Those of them who were present last year would remember that he said one of the easiest ways of learning geography was to read books of travel. Another pleasant way was to listen to lectures by people who had travelled. He could not claim to have been a great traveller, but duty and pleasure had sent him to some out-of-the-way parts of the world, and he proposed to try to interest them with an account of a journey he made 15 years ago.

AT KARACHI.

He was then stationed at Karachi, in the west of India, engaged in making plans for new fortifications. Karachi was one of the six defended ports of India and it was also, next to Calcutta and Bombay, the leading commercial place. Its commerce largely depended upon the importation of wheat which was grown in Sindh in the North-West Provinces. Karachi had some connection with Hongkong, because it was the headquarters of the two Baluchi regiments, one of which was now in Hongkong. It was a very hot place, and his principal recollection of it was the sand that one saw everywhere. He was told that now by planting trees and making gardens it had been made a much more pleasant place than it was. At any rate he was glad to get away from it when he came home, and went to Muscat, on the Northeast coast of Arabia. On the rocky hills round Muscat were old Arab forts and there he saw a great many quaint cannons. One big cannon bore the arms of Philip the Second of Spain, who lived in the sixteenth century. There were old brass guns given by George III at the commencement of the 19th century and there were some recent American notions in the way of artillery. Muscat was not a particularly agreeable place in which to stay owing to the intense heat. Nevertheless, it had been for a long time the headquarters of a small British naval force, which was intended to suppress piracy which were nearly as frequent there as in some of the Chinese rivers. The pirates had all been suppressed now, but a gunboat was generally kept, and on the rocks round the harbour could be seen the names of the gunboats painted in white, by the sailors. From Muscat he crossed to the coast of Persia to a place called Bandar Abbas—which meant the fort of Abbas. Shah Abbas was a very great personage who lived about the same time as Philip the Second and Queen Elizabeth. That was a time of big emperors. Ivan the Terrible was Emperor of Russia; and Akbar was the Great Mogul ruling at Delhi. Shah Abbas was still remembered for the good he had done, especially in the way of erecting buildings for the use of caravans. His Excellency described these caravanserais, and remarked that he preferred to sleep on the roof.

THE HONGKONG OF FORMER DAYS.

He visited Ormuz, which was one of the most important places in Asia, 400 or 500 years ago. It was the Hongkong of Asia, being the great distributing centre in those early days. Those were the days before ships went round the Cape of Good Hope. European goods were collected at places in the Mediterranean, the most important port being Venice, and taken across what was now called Asiatic Turkey, by Damascus and Bagdad, through Persia to Ormuz and there distributed through India and over to China. The result was that Ormuz became a very wealthy place, so wealthy that long afterwards when people wanted to talk of wealth they referred to Ormuz. In the great "Paradise Lost" written by Milton, he described the throne of Satan and wished to explain it was in gold and precious jewels, and he said that it "Outshone the wealth of Ormuz and of Ind." After the discovery of the Cape of Good Hope passage to India by Vasco da Gama Ormuz declined. The story of that discovery was told by Camoens, the Portuguese poet, in a poem called the Lusíadas which was written at Macao; and now there was a statue in Camoens in Macao to celebrate the fact of his living there, and having written his great poem of his journey round the Cape. In order that goods should no longer come overland, the Portuguese took Ormuz from the Persians, and built a big castle there. All that remained of the castle were a few ruins and a few fishermen's sheds. From Ormuz he went to Linga, where he saw the people watching a miracle play in the market square. Thence he proceeded to Bahrein—celebrated for its pearl fisheries—and Bushire, known to English people as the headquarters of an expedition made into Persia at the commencement of the last century.

PROTECTING INDIA.

At that time the English people were very afraid of the French getting to India through Persia, so that we sent out embassies and some wars to keep the Persians in our hands. Nowadays we did not think that France would go through Persia to India, but we knew that Russia had designs on that Empire. His Excellency described his journey to Sheraz, and in concluding, said he would give to the boy who had been most proficient in his geographical studies this year the best English version of the travels of an Italian who lived 500 years ago, Marco Polo's journey from Europe overland to China. The account of these travels was supposed at the time to be exaggerated tremendously, so much so that his friends called him the man of millions because he was always talking about millions of people and millions of things he had seen. Modern research had shown that Marco Polo was a very accurate and observant traveller. His Excellency then, amid loud cheers, handed the prize to the headmaster, to be given to the best geographical scholar.

On the motion of Mr. Braidwood, an enthusiastic vote of thanks was accorded His Excellency for presiding, and three cheers were given.

THE PROCEEDINGS THEN ENDED.

MORE RACK PONIES.

Yesterday morning the s.s. *Shanghai* arrived in the harbour with three China ponies consigned to Mr. H. J. Craig. The ponies were landed at Causeway Bay from a junk. The ponies consisted of two darby griffins, and the well-known racer, Coadas.

SPORTING NEWS.

SCHOOLS' FOOTBALL CHALLENGER SHIELD.

On Saturday afternoon, on the Hongkong Football ground, the Queen's College Football Club played a team representing the Diocesan School in the final for the above trophy. The game opened very fast, and soon the College boys invaded their enemy's territory and several tries were made at goal. The College boys played a better game than the other teams; more combination was exhibited and they were playing the while. The score was 11 at half-time. Re-starting, both teams put up a very good defence, and soon the Diocesan School netted. The College after many tries failed to alter the score. Result: Diocesan School 1; Queen's College 11.

R. E. W. WEST KENTS.

On the Military football ground, on Saturday afternoon, the above team played a friendly game. When the teams lined out it was at once noticed that the shield holders had not their full team, as their goalkeeper played forward, and the places of the players in the front row were filled by substitutes. The West Kents moved the leather, and after give and take played the R.E. pressed, and led by two goals to nothing at half-time. The second half saw better play, but the Engineers' back, Edwinson, in an attack by the Kents, headed the ball into his own net. Soon afterwards the R.E. added another goal to the score. Result: R.E. 3; West Kents 1.

H.M.S. "TAMAR" VS. ARMY STAFF.

A very even game was played by these teams on the Naval football ground on Saturday. Tamar kicked off and the Army staff netted, but Platt, not long in equalising. In the second half Robinson—the Tamar forward—sustained an injury and had to leave the field. There was no further scoring. Final: Tamar 1; Army Staff 1.

THE HONGKONG VOLUNTEER RIFLE ASSOCIATION.

There was a good muster of members of the above Association for the opening shoots of the year on 13th and 14th inst. Shooting was over the 500 yards range with a possible of 70.

The principal scores were as follows:—
G. K. Haxton 70 J. W. Hughes 60
W. H. A. Moore 70 C. J. Allen 60
J. D. Daniel 69 E. W. Terrell 59
D. J. Mackenzie 68 A. P. Nobis 59
A. Blouey 68 H. Macfarlane 58
J. W. Watt 68 Hon. G. Stewart 58
H. W. Fraser 67 H. T. Richardson 57
J. H. Pidgeon 66 Dr. Koch 55
J. C. Gow 65 S. H. Michael 55
A. Jenkins 65 P. N. H. Jones 55
Wm. Goodfellow 65 G. H. Hoskin 54
J. Denton 64 G. H. M. V. 54
S. P. Piggott 64 A. H. Tyack 54
T. P. Cochrane 64 T. Gray 53
J. C. Peter 63 W. T. Edwards 53
W. H. T. Davies 63 G. H. Wakeman 51
J. Lyon 63 J. McInnes 51
J. Hutchings 61 H. J. J. Jones 51
R. E. O. Bird 60 S. A. Joseph 51
C. H. W. Kew 60 J. J. Stubbings 51
Mr. W. H. A. Moore was the winner of "Pool" on both dates.

To-day's Advertisements.

This Sale will take place on the 18th instant, at 3 P.M., instead of on the 15th instant, as previously advertised.

(BY ORDER OF THE MORTGAGEES).

PUBLIC AUCTION.

MESSRS HUGHES AND HOUGH have received instructions to sell by PUBLIC AUCTION,

ON THURSDAY,

the 18th day of January, 1906, at 3 P.M., at their SALES ROOMS,

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY,

situate at Victoria, in the Colony of Hongkong, viz.:

All that PIECE or PARCEL OF GROUND, situate at Victoria, aforesaid, and registered in the Land Office as SECTION A OF MARINE LOT No. 104, containing by superficial measurement 2,800 square feet and having a frontage to Queen's Road Central of 30 feet and 6 inches or thereabouts and a depth of 80 feet. On this Section stands the very valuable house and premises, known as No. 35, Queen's Road Central. All the said premises are held for the residue of a term of 98 years granted by Crown Lease of Marine Lot No. 104 and which Lease is dated 16th April, 1899.

For further particulars and conditions of sale, apply to—

JOHNSON, STOKES & MASTER, Solicitors for the Mortgagees, or to

Messrs. HUGHES & HOUGH, Government Auctioneers.

Hongkong, 15th January, 1906. 1594-F

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NUMANTIA," FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

S. SILVERSTONE, Acting General Agent.

Hongkong, 15th January, 1906. 176

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

"THE NEW BOY," A Farcical Play in 3 Acts, By ARTHUR LAW, will be produced TO-NIGHT, (MONDAY), 15th January, 1906.

Doors Open 8.30 P.M. Performance 9 P.M.

Prices: \$3, \$2, and \$1.

Sailors and Soldiers in uniform half-price to the State and Police.

Booking Office at ROBINSON PIANO CO. Open on and after MONDAY, 23rd January, from 10 A.M. to 4.30 P.M. daily.

M. A. SOUTHCOTE, Manager.

Hongkong, 15th January, 1906. 174

Intimations.

Special Opportunity AT THE

ROBINSON PIANO CO., LD.

ONE GETS A POOR RETURN FROM A PIANO IF IT IS A MERE ARTICLE OF FURNITURE OR AN INDIFFERENT MUSICAL INSTRUMENT.

ATTACH AN APOLLO PIANOLA

AND ALL MUSIC IS AT YOUR COMMAND.

A CONCERT OR DANCE PROGRAMME AT A MOMENT'S NOTICE.

\$290 UPWARDS.

HIRE OR PURCHASE SYSTEM.

RACHALS' PIANOS

\$550, formerly \$675.

JUST UNPACKED IN NEW STORE,

BECHSTEIN, STEINWAY, KRAUSS, HAAKE, RACHALS, WERNER.

A STOCK UNEQUALLED IN THE COLONY.

HIRE OR CREDIT.

Hongkong, 15th December, 1905. 138

THE DISTILLERS COMPANY LIMITED,

Edinburgh, Glasgow, London.

GIN

PER DOZEN \$8.00

Old Tom and Dry.

SOLE AGENTS—H. PRICE & CO., 12, QUEEN'S ROAD CENTRAL, Hongkong, 15th December, 1905. 141

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"OOPACK"	23rd January.
GLASGOW and LIVERPOOL	"NINGCHOW"	24th "
GLASGOW and LIVERPOOL	"ACHILLES"	30th "
GLASGOW and LIVERPOOL	"PELEUS"	6th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	13th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th January.
"GENOA, MARSEILLES & L'POOL	"PAK LING"	20th "
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	30th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BED"	13th February.
"GENOA, MARSEILLES & L'POOL	"PATROCUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	27th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, &c.	"NINGCHOW"	24th January.
all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	24th February.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"PINGSUEY"	25th January.
	"OANFA"	26th February.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	16th January.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, SYDNEY and MELBOURNE	"CHINGTU"	16th "
NINGPO and SHANGHAI	"NINGPO"	18th "
SHANGHAI	"SHAOHSING"	18th "
CEBU and ILOILO	"SUNGKIANG"	22nd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.

† Taking Cargo and Passengers at-through Rates for all New Zealand and other Australian
Ports.

‡ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA	SATURDAY, 20th Jan., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 27th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 13th January, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship.	About
------------	-------

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBTS contracted by the Officers or
the Crews of the following vessel during her
stay in Hongkong Harbour—

CELTIC ORION, British ship, Captain John
Jones.—Standard Oil Co.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.
if tide permits.

FARES—Week Days, 1st Class, including
Cabin and servant, Single 33; Return Ticket,
\$5; 2nd Class, \$1; and Class, 10 cents.
Every Sunday will be an Excursion, at the
following rates—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG CO.
Hongkong, 2nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,309	T. R. MEAD.
"KWONG TUNG" 1,338	H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey...\$4
Meals...\$1 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	"TAISANG"	TUESDAY, 16th Jan., Daylight.
S'GAPORE, PENANG & CALCUTTA	"KUTSANG"	TUESDAY, 16th Jan., 3 P.M.
SAMARANG and SOERABAYA	"FAUSANG"	TUESDAY, 16th Jan., 3 P.M.
MANILA	"YUENSANG"	FRIDAY, 19th Jan., 4 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 20th Jan., Noon.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

‡ Taking Cargo on through Bills of Lading to Lahad Datu, Simpona, Tawao, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 13th January, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldtmann	January 20th, at Noon.
"ARABIA"	4,483	Metzenhain	January 31st.
"ARAGONIA"	5,198	Ernst	
"NICOMEDIA"	4,370	Wagemann	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent

COMPAGNIE DES MESSEGERIES
MARITIMES.

FOR
MARSEILLES, HAYRE, ANTWERP
(DIRECT).

Taking Cargo to LONDON with prompt trans-
shipment at Marseilles,
Calling at MANILA, SINGAPORE, PENANG and
COLOMBO.

THE Company's Steamship

"KOUANG-SI."

Captain Barillon, will be despatched as above,
on or about the 6th February, 1906.

This Steamer has Accommodation for Pas-
sengers and carries a duly qualified Doctor.

For information as to Passage and Freight,
apply to

G. DE CHAMPEAUX,
Agent.

Queen's Building,
Hongkong, 26th December, 1905. (1289-K)

FOR SINGAPORE, PENANG, COLOMBO,
PORT SAID AND NAPLES.

(If sufficient inducement offers).

THE Steamship

"RHENANIA."

Captain Forck, will be despatched for the above
Ports, on or about the 10th February.

The Steamer has splendid accommodation
for Passengers and carries a duly qualified
Doctor and Stewardess.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 12th January, 1906. (118)

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
via
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

"Shawmut" 9,600 E. V. Roberts 27th Jan.

"Hyades" 3,753 J. Alwen 10th Feb.

"Tyrone" 9,600 T. W. Garlick 20th Feb.

"Lyra" 4,417 G. V. Williams

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin crew s.s. *Shawmut* and *Tyrone*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 11th January, 1906. (12)

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship. About

"PATHAN" 23rd January.

"ST. GEORGE" to follow.

"SHIMOSA" to follow.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 12th January, 1906.

Shipping—Steamer.

FOR SAN FRANCISCO.

THE Steamship

"DAKOTAH."

Captain Ross, will be despatched for the above
Port, TO-MORROW, the 16th instant.
For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 15th January, 1906. (1144-F)

Consignees.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"SPEZIA."

Captain Müller, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned, and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, and stored at Con-
signees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 20th January will
be subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th January, at 4 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 13th January, 1906. (122)

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. FRIDAY, the 18th instant,
will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 11th January, 1906. (114)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
steamer are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. *Britannia*.
From Calcutta, ex s.s. *Manila*.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
9 A.M., TO-MORROW.

Goods not cleared by the 18th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 11th January, 1906. (14)

S.S. "CALEDONIAN."

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s.
Bagdad and *Charente*, from Havre ex s.s.
Bagdad, from Bordeaux ex s.s. *Ville de Caste*,
and from t. Nazaire ex s.s. *Ville de Caste*,
in connection with above Steamer, are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Go-
down Co., Limited, at Kowloon, whence deli-
very may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 6 P.M. TO-MORROW, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed after
WEDNESDAY, the 17th January, at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 17th January, or they will not be recog-
nised.

All damaged packages will be examined on
WEDNESDAY, the 17th January, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 9th January, 1906. (11)

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS—*Telegraph*, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail

The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accu-
rate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
each insertion in the Daily and Weekly.

